

Pullman Company Administration Building and Shops
11001 South Cottage Grove Street
Chicago
Cook County
Illinois

HABS No. ILL-1091

HABS
ILL,
16-CHIG,
90-

PHOTOGRAPHS
WRITTEN HISTORIC AND DESCRIPTIVE DATA

Historic American Buildings Survey
Office of Archeology and Historic Preservation
National Park Service
Department of the Interior
Washington, D. C. 20240

PULLMAN COMPANY ADMINISTRATION BUILDING AND SHOPS

HABS
ILL,
16-CHIG,90-

Location: 11001 South Cottage Grove Street, Chicago, Cook County, Illinois.

Present Owner and Occupant: Kasle Steel Corporation.

Present Use: Used as a storage facility and warehouse for steel members. No fabricating is now carried on in the structure.

Statement of Significance: This building of Romanesque design, whose exterior has survived fairly well through a series of uses, was one of the principal buildings in the company town built by George M. Pullman for the Pullman Palace Car Works, and exhibits a unique combination of administrative and manufacturing activities.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Legal description: In lands, west half of the south-eastern quarter of Section 15, Township 37, Range 14, east of Cottage Grove and north of 11th Street, tract 18.

Original and subsequent owners, chain of title: From Chicago Title and Trust Co., tract book 453-2: Milton and Thomas C. McEwen obtained the parcel of land by quit claim from the heirs of D. Millspaugh, Sarah E. C. Thompson and the United States, December 11, 1871 (Document 5411). Milton and Thomas McEwen sold the land to Huntington W. Jackson, a trustee of the Pullman land association, acting surreptitiously, March 12, 1880 (Documents 268516, 268517). Huntington Jackson turned over the land to George M. Pullman, May 11, 1880 (Document 278869). Pullman placed the land in the name of the Pullman Palace Car Company and the Allen Paper Car Wheel Company (Documents 278869, 281536, 351928) during the following months. The land remained the property of the Pullman industrial complex, being granted from one branch to another. The Pullman Palace Car Company held the deed through the majority of the transactions. The Pullman Palace Car Company granted the land to Pullman, Incorporated, July 1, 1959 (Document 17586592). Pullman, Inc., sold portions of the land to the Enjay Construction Company, July 31, 1959 (Document 17620889). The remaining portion of the original parcel Pullman, Inc., sold to Kasle Steel Corporation, February

24, 1965 (Document 19393788). The portion sold to Kasle Steel is described thusly: a parcel of land in the south-east quarter. Beginning at the intersection of the northerly line of E. 111th Street (being 50 feet north of the southern line of the southeast quarter) with the easterly line of S. Cottage Grove Avenue (being 80 feet wide) running to the east along said north line of E. 111th Street, 678.05 feet, then north 933.37 feet, then west along parcel line 503.82 feet to said easterly line of S. Cottage Grove Avenue, then southerly along said line of Cottage Grove Avenue 948.51.

2. Date of erection: Spring 1880 to April 1881, see Almont Lindsey, The Pullman Strike (Chicago: The University of Chicago Press, 1942), pp. 39-40.
3. Architect: Solon Spencer Beman was architect for the exterior; T. A. Bissell, of the Pullman Company laid out the general plan of the interior of the shops and directed the erection of the shops. See John M. D. McLean, One Hundred Years In Illinois (1818-1918) (Chicago: Peterson Linotyping Company, 1919), pp. 230-231.

"Solon Spencer Beman was born at Brooklyn, N.Y., on October 1, 1853, and is the son of William Riley Beman, of that city, a cultivated gentleman of high literacy and scientific attainments. Although not a professional architect, the elder Mr. Beman has made the study of that subject one of his chief pursuits, and early imbued his son with the same tastes. Solon was educated partly by his father and partly in various private schools in Brooklyn. In 1868, at the age of fifteen, Mr. Beman entered the New York office of the famous architect, Mr. Richard Upjohn, where he remained for eight years. In 1876, he opened an office on his own account in New York City, where he practiced his profession until December 1879, when, forming the acquaintance of George M. Pullman, he was invited by him to come to Chicago, to design and construct the new City of Pullman and the extensive car-works at that place. During the winter of 1879-80 he perfected the plans of that unique city, and in the following spring the great work of building that place was begun, and carried on under his personal direction to successful completion. He is the designer of all the buildings of Pullman, including the arcade, churches, schools, market, hotel, water-tower, etc., besides some thirteen hundred dwelling houses for the employees. In addition to his architectural work, for upward of a year he had entire charge of the affairs of Pullman, excepting the building of cars and the operation of the car-works." A. T. Andreas, History of Chicago (Vol. I; Chicago: A. T. Andreas Company, Publishers,

1886), p. 72.⁷

4. Builder, suppliers: The Pullman Company was the nominal builder and supplier. Most of the work was performed by employees of the company; brick was made from clay dredged from Lake Calumet in making the Pullman harbor, and the members of the work force were the carpenters, painters, metal workers of the Pullman car works.
5. Original plan and construction: The building originally consisted of a central vertical pavilion flanked by twin shop buildings of ten bays each which were terminated by small pavilions. The center pavilion contained the administrative offices for operations in the shops at that site. The construction area was enclosed in the low flanking structures of ten bays apiece. The end pavilions contained auxiliary functions, such as upholstery and other activities servicing the interiors of the cars. Since the Pullman site was not part of the city of Chicago when the shops were constructed, no building permit was required. Following annexation in 1889, for unknown reasons no further permits were required. An inquiry to the City of Chicago, Department of Buildings, dated October 30, 1967 disclosed that there are no records of permits for the address of the shops. Consequently, the exact date of additions are unknown. Additions made to the original building in two building campaigns approximately in 1895 and 1905 extended the shop wings to the west and the south. This expansion necessitated filling in Lake Vista, a reflecting pond west of the administration building and shops which also served as a cooling reservoir for the Corlis engine.
6. Original use of the building: The original shop structure was of a very straightforward and practical design. It consisted of two wings flanking the administration tower, each of which contained ten narrow bays. Corresponding to each bay and centered on it were a total of twenty rail lines, ten on each side of the tower. The bays which were very deep, extended well past the tower to the east. At the east end of the shops, each bay opened with a pair of large doors over the tracks. The rails extended under the doors into the pavement east of the shops.

The reason for this design was that a freight or passenger car was started on one of the tracks with the assembly of its wheels and undercarriage. This frame would then be rolled along the track and at consecutive locations have various operations performed on it. When the car had progressed the entire length of the track in one bay, it would

be rolled outdoors at the east end of the shop onto the tracks embedded into the pavement. Running along side this pavement and at right angles to it was a slightly depressed roadway with a series of rails running its length. Along this transverse rail system ran several "trolleys" or long low flat cars with a pair of rails fastened to the top surface. These rails were at the same level as those of the shop floor and east pavement. The partially completed car would be rolled onto the trolley (which was aligned with the pavement rails) and the trolley would then be moved with its cargo to a second bay. The car would be pushed off the trolley and into the shop where the second series of operations would begin. When the entire length of the second track had been covered, the car would again be rolled outside and onto the trolley and moved to a third track. This process was continued until the car had been finished and the last piece of brass trim and lacquer had been applied.

After the extension of the shops to the west, one or more of the bay railways were terminated with turntables at their western ends, within the building. With this device the cars on these tracks could be turned around and proceed the other direction on the same track.

This very brief description of the operation of the car shops indicates that the use of the railways in the shops was a forerunner of the modern assembly line. This was a sophisticated innovation and significantly antedates Henry Ford's use of this technique for the production of automobiles.

B. Sources of Information:

1. Primary sources:

Chicago Album. Old views of Pullman, located in the Prints and Photographs Department of the Chicago Historical Society.

Miscellaneous pictures in the Prints and Photograph Department of the Chicago Historical Society:

1. Exterior of housing, Greenstone Church, Florence Hotel and Pullman shops, 1957.
2. Interior of Pullman Shops; old views.
3. Town and Shops, Free School of Manual Training from the 1890's through 1916.
4. Old views of town during 1894 strike.

Sullivan, Louis Henri. Address in memory of Solon Spencer Beman, before the Illinois Chapter of the American

Institute of Architects, together with a covering letter from Webster Tomlinson, secretary of the chapter (June, 1915). Manuscript collection of the Chicago Historical Society.

The Town of Pullman. Black leather bound book 12" x 14", containing photographs of the town of Pullman. Located in the Prints and Photographs Department of The Chicago Historical Society.

2. Bibliography:

Andreas, A. T. History of Chicago. 3 vols. Chicago: The A. T. Andreas Company, Publishers, 1886.
Biography of Solon Spencer Beman, p. 72.

Andrews, Wayne. Battle for Chicago. New York: Harcourt, Brace and Company, 1946. pp. 80, 81, 87, 126, 149, 165-76, 219. Photograph, p. 118.
General material concerning George M. Pullman.

Cohen, Jerry. "Timeless Town, a Restful Oasis in Wearying Waste," Chicago Sunday Sun Times (September 24, 1961). Sec. 2, pp. 1-3.
A copy is located in the Prints and Photographs Department of the Chicago Historical Society.

Doty, Mrs. Duane. The Town of Pullman, Illustrated. Pullman, Illinois: T. P. Struhsacker, 1893.
A thorough and firsthand account of all that concerned and comprised Pullman, including the car shop activities and description of all the major buildings.

Ely, Richard. "Pullman: A Social Study," Harpers Magazine, LXX (1885). pp. 451-66.
Contains many drawings of the major buildings as well as the typical houses, and three plans of the town. A more balanced contemporary view than is found in most other articles such as those listed in the bibliography in Doty.

Forty-four Cities in the City of Chicago. Chicago: The Chicago Plan Commission, April 1942. p. 51.

Graphic News. Vol. VIII, No. 11. Chicago (Saturday, September 10, 1887). pp. 168-9, 173.
A large engraving showing an aerial perspective of the town is published, pp. 168-9. A similar perspective, though not as crisp, but with the buildings labeled was published in the Graphic, June 17, 1893, pp. 399-403.

Husband, Joseph. The Story of the Pullman Car. Chicago: A. C. McClurg and Co., 1917.

Contains a large number of extremely valuable photographs in several categories: interior views of old Pullman coaches and modern (1917) coaches; interior views of the shops in operation; exterior views of the shops; miscellaneous old drawings of early railroad equipment.

Industrial Chicago. Vol. 1. Chicago: The Goodspeed Publishing Company, 1891.

Jenkins, Charles E. "Solon Spencer Beman," Architectural Reviewer (February, 1897). pp. 47-101.

Photographs of the town of Pullman and many of the buildings appear on pages 46, 48-53.

Lillibridge, Robert M. "Pullman; Town Development in the Era of Eclecticism," Journal of the Society of Architectural Historians. Vol. XII, No. 3, pp. 17-22.

Lindsey, Almont. Pullman As a Social Experiment. Ph.D. dissertation, University of Illinois, Urbana, Illinois, 1936.

_____. The Pullman Strike. Chicago: The University of Chicago Press, 1942. pp. 43, 44, 49, 69, 75, 76, 101 and 345.

Contains a detailed bibliography.

McLean, John, M.D. One Hundred Years in Illinois (1818-1918). Chicago: Peterson Linotyping Company, 1919. pp. 217-288.

Medsker, Bertha Chadwick. "Our Pullman Pioneers." Series of articles in the Calumet Index, November 24, 1954 to February 28, 1955. Located in the files of Mrs. O. Phillip Miller, 5757 Kimbark Avenue, Chicago.

Pond, Irving K. "Pullman--America's First Planned Industrial Town, by a Collaborator and Eyewitness," Monthly Bulletin of the Illinois Society of Architects. Vols. XVIII-XIX, Nos. 12-1 (June-July, 1934). pp. 6-8.

Pritchard, E. R. (ed.) Illinois of Today and Its Progressive Cities. Chicago: First National City Bank Building, 1897. pp. 25, 28, 81-84.

C. Supplemental Material:

1. Mrs. Duane Doty, The Town of Pullman, Illustrated (Pullman, Illinois: T. P. Struhsacker, 1893). A bibliography of articles on Pullman, Illinois is given on pp. 28-29, dating from 1882 through 1893.

On the freight car shops:

"All kinds of cars are built at Pullman--sleepers, parlor cars, passenger, mail and baggage, freight and street cars. Freight car shops then comprise a branch of the car industry here, and the building where freight work is done is 1,350 feet long and nearly 200 feet wide in its widest part. Its floor area embraces 264,155 square feet, or six and one third acres. Lumber enters the south end of these shops from the lumber yards and is cut to proper lengths, planed, mortised, bored and fashioned for use. In every onward step of its progress, and it never moves backward, it received additional shaping and treatment till it reaches the erecting rooms, where the car builders take it and build it into cars upon the tracks which have already been set in place. This work is paid for by piece wages, and all departments of the shops present scenes of the greatest activity. The capacity of this car plant is easily fifty finished cars a day, or a finished car for every twelve minutes of working time. On August 18, 1885, 100 flat cars were made here and finished in nine hours and fifty minutes, and upon one day in 1891 seventy-seven coal cars were built, a larger day's work than the preceding. A flat car is more easily and more quickly built than any other form of car, while refrigerator cars take the greatest amount of time. The shops as just enlarged can now easily turn out 100 finished cars a day. In building forty cars in a day (and they are erected in trains on parallel tracks, along which all the materials, with the trucks, are carefully distributed the day before for the gangs of builders), 182,000 pounds of cast iron wheels are used, 64,000 pounds of car axles, 118,000 pounds of cast iron other than wheels, 115,000 pounds of wrought iron, the bolts alone in a car numbering from 500 to 900. To build these forty cars in a day requires the labor of 500 men and the work of a large amount of machinery. The mill has 130 men, the erecting shop 270, and the paint shops 100. The iron work is all made at the Union Foundry and at the forges of the passenger car shops. These works are provided with ample store rooms, and a large truck shop, a door-making shop, matching rooms, where flooring, roofing and ceiling are made, and an office, all under one roof.... The erecting shop is 450 feet long and contains parallel tracks which furnish standing room for eighty cars, so that

while forty are building to-day on part of the tracks, laborers are distributing lumber and iron for forty more along the vacant tracks, this material to be built into cars on the following day." Pages 72-73.

On the refining influence of physical surroundings, quoting George M. Pullman:

"I have always held that people are very greatly influenced by their physical surroundings. Take the roughest man, a man whose lines have always brought him into the coarsest and poorest surroundings, and bring him into a room elegantly carpeted and furnished and the effect upon him is immediate. The more artistic and refined the mere external surroundings, in other words, the better and more refined the man. This goes further than the mere fact that people will be more careful in a beautifully decorated, upholstered and carpeted sleeping car than they would were not such surroundings above them. It goes, when carried out under other conditions, to the more important matter of a man's productive powers and general usefulness to himself and society." Appendix, pages 23-24.

General exterior views of the Administration building and shops are reproduced opposite pages 24, 124, and 176.

2. Joseph Husband, The Story of the Pullman Car (Chicago: A. C. McClurg and Co., 1917).

This book is a history of the railroad industry, of the sleeping car, and of the Pullman car and manufacturing concern. Of the nine chapters, one is devoted to the town of Pullman and another to the construction of the car (although this means the all steel construction of 1917). There are extremely valuable though small photographs of the interior of the shops while in operation on pages 84, 100, 104, 106 and 114, plus photographs of the exterior of the shops on pages 90 and 126.

3. John M. D. McLean, One Hundred Years in Illinois (1818-1918) (Chicago: Peterson Linotyping Company, 1919).

On Beman and the city plan:

"He [Pullman] had had occasion, prior to that time, to employ the services of Spencer S. Beman [Solon Spencer Beman], a New York architect, and Nathan F. Barrett, a landscape engineer, in connection with plans for his home and surrounding grounds...he directed them to prepare detailed plans for his inspection the next time he should be in New York. These gentlemen did not treat that matter

seriously, thinking that the magnificent ideas discussed were only the chimera of a fevered brain. Pullman laughed as he related to me how, on his next trip to New York, he sent a message to Mr. Beman requesting him to come over to the hotel with the plans, how the architect pleaded a previous engagement and asked if the next morning would answer just as well, how, when he found that he was expected to deliver the plans, he worked straight through the night making an outline of the ideas which he had thought were merely delirious dreams; and how, when the sketch was presented the next morning, it was found to be a faithful delinations of the 'dreams', requiring but a few changes. After these were made, the plans were approved and Messrs. Beman and Barrett were commissioned to work them out in detail, not only on paper, but on the shore of Lake Calumet, where the town of Pullman was founded in 1880."

Page 225.

On Lake Calumet brick:

"One of the factors in the location of Pullman was the fact that the clay on the shores of Lake Calumet was admirably adapted to the making of a fine grade of brick.... Thus did the town of Pullman virtually rise from the shores of Lake Calumet, the structure being composed principally of these Calumet bricks, the manufacture of which continued after the town was built."

Page 229.

On Architects and Contractors:

"After the site was established and made ready for the shops and buildings, the detailed drawings for the public buildings were made by Mr. Beman, assisted by Irving K. Pond, a Chicago architect who has acquired a national reputation for the quality of his work. The arrangement of the public buildings and the residential district was under the direction of Mr. Nathan F. Barrett, landscape engineer."

Page 230.

On Other Building Officials:

"At the time the town of Pullman was built, A. B. Pullman, brother of George M., had general supervision over all plants of the Pullman company, and in that capacity had charge of the building of Pullman. Mr. T. A. Bissell at that time manager of the Detroit shops of the Pullman Company, laid out the general plan and directed the erection of the shops at Pullman.... All the carpenter work in the building of the new town was under the direction of Dan Martin, the first carpenter of Pullman, who became afterward the head of the woodworking department in the shops.

The brick and masonry construction was under the direction of R. E. Moss, whose son was Edward Moss.... Page 231.

Miscellaneous:

"The new town was provided with all of the adjuncts and attributes of a cultured community including schools, churches, library, theater, bank, stores, club and a first-class hotel." Page 233.

"...George M. Pullman was decorated by the Italian Government for the building of the model city." Page 237.

4. Irving K. Pond, "Pullman--America's First Planned Industrial Town, by a Collaborator and Eyewitness," Monthly Bulletin of the Illinois Society of Architects (Vols. XVIII-XIX, Nos. 12-1 (June-July, 1934)).

"In the late seventies, in a building not so many paces distant from the Washington statue on the steps of the Treasury Building in Wall Street, New York, three young men yet to be known to fame occupied desks in an unprepossessing office suite. Two of these boon companions had in a measure achieved; at least the oldest, "Nate" Barrett, had landscaped various estates in the East and was at the time laying out the grounds of an as yet undesigned residence for George M. Pullman at Elberon, N. J., while Hughson Hawley was becoming known and sought as an architectural water-colorist and a designer of stage settings. Solon Spencer Beman, the third of the trio, was just embarking on his individual architectural career, having, two or three years previously, severed his connection with the elder Upjohn whose office he had entered at the age of thirteen and for whom he had not so long since directed the construction of the Connecticut State Capitol at Hartford, being charged at the same time with the care of the local draughting in connection with that building.

"Barrett enjoyed the confidence of Mr. Pullman who acceded to his request that his young and promising friend, Beman, be permitted to submit a sketch for the proposed Elberon residence...

"Beman made good and George M. Pullman until the day of his death was Beman's consistent backer, putting him in the way, in 1883, of designing the club building and stables for the then newly organized Washington Park Driving Club; and ten years later seeing that Beman was given an important commission, the Mines and Mining Building, at the World's Columbian Exposition...

"For a few months, while the property was being drained and made in a measure fit for building operations, Beman was located in the office building of the Pullman Company at the northwest corner of Adams street and Michigan avenue, across from the site upon which some three or four years later he was to erect the present Pullman Building. Beman was a rapid draughtsman and unaided had correlated the various factors in the situation...

"The Town of Pullman was located outside the then limits of the City of Chicago, about twelve miles to the south and a little easterly of what is now known as the Loop. There were no residential districts within miles and for many months after operations were started the laborers and mechanics were transported to and from the site in work trains. As soon as the low lying ground which was always flooded in spring time was drained, bunking houses and boarding and eating houses were temporarily established; but until the town was fairly complete work trains in many sections ran to and fro between Pullman and the City.

"The building of this town, as I have indicated, was started in the spring of 1880 and when in the summer of 1883 I left Mr. Beman for an interval (a year of travel and study abroad), the Town of Pullman was an accomplished fact, with a commercial harbor, shops, hotel, churches, stores, schools, residences, market place, a public library and a lovely though overly embellished theatre in operation. Paved streets, parks and parkings, shade trees, gardens, an athletic field with grand stand, boat houses, all the concomitants of a cultured community were there to be used and enjoyed by the people. The Pullman band was highly acclaimed, while the Baseball Club ranked well up among semi-professionals.

"In spite of the short time in which all this materialized there was not a square foot of shoddy construction, not a wall of plaster board or stucco, hardly a wooden shingle; but walls were of brick, roofs of slate, all laid by mechanics who took pride in their work. I know this because I worked on the scaffolds with the men, helped them to lay out the patterns of brick ornament, some of which we designed on the spot, and with them worked out the bond. The building of the Town of Pullman was for me a school of architecture and I took and enjoyed every course in the curriculum. Beman was well versed in the vernacular of the day. He knew real Gothic, learned in the Upjohn office, and Victorian Gothic. He was versed in classic forms; but none of this was for the Town of Pullman which demanded an individual treatment--such as could come from the use of simple materials close to hand.

"Underlying the whole Pullman area was a clay from which a high quality of brick could be made, so that when there developed some sort of comprehension as to the amount of brick the buildings would require, brick yards were established and the style of buildings--for there is style in the buildings of Pullman--was the outcome of a direct logical employment of a local material which was used structurally in a sane and logical manner without reference to neighboring or foreign fashions or methods. I wish to emphasize the fact that the buildings of the Town of Pullman and the town itself possess style,...

"There was no attempt in Pullman to produce sophisticated architecture but, rather, to build buildings including shops and dwellings where human beings could work in comfort and rest in bodily enjoyment and spiritual content. If the elements of style consist in honest construction, adaptation to purpose, appeal to comfort and the unostentatious application of the principles of good taste including harmony and unity, then not only the buildings but the town as well were bathed in the essence of style. The dwellings were planned to meet the needs, and even to elevate the taste, of all classes of workers from those who were paid the minimum wage to those who received the highest salaries; and all were similarly and equally conditioned as to light and air; as to convenience; as to gardens and open spaces...

"Let us glance at the conditions surrounding the building of the town. As stated above, the land lay low for miles beyond the borders of Lake Calumet so that for long months the surface was under water. Not until late in the spring of 1880 could progress be made in draining the site. No roads or streets could be laid out till later. The shops were to be the first buildings erected; for in the erection shops, in the buildings for the wood-working, for the foundry and ironworking, for the painting and finishing, machinery was to be installed before work on cars could be commenced.

"While these buildings were in process of erection, the water mains, the gas mains, the cables for the arc lights, (incandescent lamps were not practicable for the first year or so) the sewers, all were being installed and none of these features could be of use until the gas plant and the pumping stations were in working order. All this work was going on at one time and all the factors at some time in one place. This could not have been accomplished except through the good will and closest friendly co-operation between heads of departments...

"The work moved with such expedition during the early years that it was a strenuous job to keep artisans and mechanics supplied with drawings. One can appreciate this condition when he realizes that on April 2nd, 1881, machinery had been installed, Machinery Hall and Car Shops put into operation and the first permanent dwelling occupied. Full size details were often laid on the rough floors of a building under construction; while details for wood and cabinet work were drawn in the temporary wood working shop, and stone details were laid out by the architectural draughtsmen in the company's stone yards or on the job. It was hectic work for a while but the good-fellowship generally existing permitted the stream of construction to flow smoothly. There were no labor troubles of any sort during the construction of the town. Pay was regularly forthcoming and wages and salaries were as high as on similar work in the Chicago area.

"From its first inception in the mind of George M. Pullman it was his idea to make the town a model of its kind and the works not only productive but a show place in which all might take pride. This led Mr. Pullman to purchase the great Corliss engine which furnished the power for the Centennial Exposition in Philadelphia in 1876 and place it in a conspicuous building, the so-called Machinery Hall, through the large windows of which the machine could be seen in operation by passers-by and by passengers on the trains of the Illinois Central and Michigan Central lines.

"And, too, it was Mr. Pullman's intention that the town not only should be sightly and comfortable to dwell in but sanitary as well. The great water tower was a symbol of this idea. This tower, which rises 195 feet above established grade, sent its foundations down forty feet into the stiff clay, and walled in a reservoir which was floored at that low level. Surface and storm water were otherwise disposed of but into the reservoir ran all the sewage which was pumped thence to a farm some miles to the southward where it fertilized the soil. The kitchen refuse was fed to swine raised by the thousand on the neighboring pig farm. Within the brick masonry structure of this tower, which exceeded in height, by the equivalent of several stories, any office building or loftly structures in Chicago, or in the country, was an iron water supply tank fifty-six feet in diameter and thirty feet deep, supported on four Phoenix rolled iron columns at a height of some two hundred feet above the base plates. These columns were braced to each other, and to the eight masonry piers which mark the exterior design, at intervals of about twelve feet vertically, resulting in a structure not dissimilar

to that employed in the modern skyscraper only that the strength of the frame exceeded that of the first sixteen or eighteen tiers of a modern thirty-five or forty story office building. It fell to the lot of the present writer to calculate the strains and detail the riveting of the intricate system of trusses which stiffened the floor and distributed the weight of a thirty foot head of water over an area of some 2500 square feet."

5. E. R. Pritchard (ed.), Illinois of Today and Its Progressive Cities (Chicago: First National City Bank Building, 1897).

Short biography, list of works and a photograph of S. S. Beman:

"In 1879 he came to Chicago at the age of 26 to design the model city of Pullman. This vast work, embracing a solid area of more than 50 acres of buildings, has been a great success from an engineering as well as artistic standpoint, consisting of some 1,800 dwellings, besides the great manufacturing buildings, churches, schools, etc., and will always remain Mr. Beman's greatest monument.

A work of similar character, though on a smaller scale, has been carried out by Mr. Beman for the Proctor & Gamble Co., called Ivorydale, where Mr. Beman designed 40 large stone structures for the company's manufacturing plant, besides dwellings for the workman.

Mr. Beman was one of the board of architects who designed the World's Fair building, and the building for the Mines and Mining was his work...the Merchant Tailor building and others of the fair were designed by Mr. Beman.

In Chicago, Mr. Beman has numerous examples of his skill as an architect, in the way of office buildings, churches, club houses, railroad stations, schools and fine dwellings; prominent among which may be mentioned is the Grand Central Railroad Station, the Pullman Building, the Michigan Avenue and Wabash Avenue buildings of the Studebakers, the Lincoln, Pullman, Kimball and Torrence residences, Lakeside Club, the classic Christian Science Temple, etc. etc. Mr. Beman also designed the famous Chicago Coliseum building, one of the largest exhibition buildings in the world.

Mr. Beman's practice has extended well over the country. ...the Public Library at Branford, Conn. At Milwaukee the fourteen story Pabst office building, and the Northwestern Mutual Life Building. At Omaha the 'Bee' building. The

thirteen story Pioneer Press at St. Paul, the ten story Michigan Trust Co.'s building at LaCrosse, Wisc., and many other notable structures aggregating in cost some fifteen million dollars all of which was done by him since he came to Chicago." Page 25.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: The shops and administration building are a portion of the town of Pullman, Illinois, all of which was planned by Chicago architect, Solon S. Beman. The building is of interest as an historic example of industrial architecture. Processes of manufacturing directly antecedent to current assembly-line techniques were developed here.
2. Condition of fabric: Good.

B. Description of Exterior:

1. Over-all dimensions: Long, irregular rectangular units; 33 bays in the north-south direction; three stories in the central administrative portion, with the upper one partly within a Mansard roof and partly within an attic; three additional stories in the clock tower; one story in the shop portion with some loft space.
2. Foundations: A base course of Joliet limestone is visible at walls.
3. Wall construction: The walls are red-faced brick. Within the administration building, brick interior walls surround the central stair wall that is opposite the entrance. The brick walls are bearing walls.
4. Structural system: The offices have round cast iron columns, timber beams, and a wood joist floor system. The shops have trusses that are built of timber and metal. The upper chord is level except at end bays of the truss, where it slopes down to the lower chord. The upper chords are of timber. The lower chord and most of the cross bracing is of metal bars with pin connections.
5. Porches, stoops, bulkheads: Reveal at main entrance arch of office portion.
6. Chimneys: Brick.

7. Openings:

- a. Doorways and doors: Doors are wood, paneled. The original shopdoors were two-leaf, arch headed doors, hinged to open outward. The cars were moved through them in and out of the shops. Because of later modifications in the use of the buildings, many of these doors were removed, and the openings were filled in with windows and brick walls. At the east side of the southern shop buildings many of these doors survive.
- b. Windows: Most of the sash is double-hung wooden sash with small panes in muntins.

8. Roof:

- a. Shape: The sides and rear of the central portion have a mansard roof with a full compliment of dormer windows. The ends of the shop wings had, on their west (principal) elevation, pavilions which echo the roof design of the administration building (the southern pavilion was removed when the shop's wing was extended further south). The shape of the principal roofs of the shop wings themselves is dictated by the form of the trusses. The sloping roof covering the end bays is visible from the exterior. The central portion of these roofs is level. Each bay contains a light monitor with a gabled skylight whose ridge runs at right angles to the length of the building.
- b. Covering: The roofs are covered in built-up roofing in some places and composition shingles in others--all black.
- c. Cornice, eaves: The upper portions of the brick walls are built outward slightly. There are no eaves except for some of the decorative steep roofs of the administration portion.

C. Description of Interior:

1. Floor plans: The administration building is central in the complex and is roughly square in plan. Adjoining it to the north, and not quite as wide, is one of the shop buildings, which is a long narrow rectangle in plan, fifteen bays in length. To the south of the administration building is another adjoining shop wing, which was also originally fifteen bays in length but which has been lengthened. In addition, similar long shop units have been added parallel to this south unit, one of them to the west, the rest to the east. Further additional shop units

formerly stood parallel to the original ones, to the east, as did a water tower and a power house. These have been demolished. Their foundations and some broken brick are still on the site.

The long shops had large doors on their east walls--one door in each bay--through which the cars being worked upon could be rolled in or out of the shops on railroad tracks. The tracks stopped only a few feet outside of the doors, where there was a shallow pit running the length of the building. In this pit a platform on rails shuttled the length of the pit. Cars wheeled onto the track that was built on top of the platform could be wheeled horizontally to any other track in the shop just as an elevator car gives access vertically to all the floors of a tall building. In effect, each shop building was traversed by a series of short tracks leading to the exterior and the shuttle platform.

The administration building is divided by brick bearing walls into two main areas on each floor, which are in turn subdivided by non-bearing partitions.

2. Stairways: The principal stairway is of very heavy wood construction, ascending several stories in scissors fashion. The treads are approximately 1-1/2" thick.
3. Flooring: The lobby at the main entrance to the administration building has a floor of terrazzo slabs--a recent replacement. The office floors are wood, maple in some of the important "front offices" and softwood elsewhere. Resilient flooring has been added in some locations. The shop floors are concrete.
4. Wall and ceiling finish: The brickwork of the administration building stair hall walls is left exposed, and the ceilings and soffits of the flights of stairs are plastered. In the offices, the brick walls are plastered and some ceilings are plastered. On the second floor, the ceiling is tongue and groove wood, as are the many non-structural partitions.
5. Doorways and doors: The door frames are unusually wide, eight to ten inches, with large fluting and heavy rosettes, typical of the style of the time. The doors are wood and are paneled. The typical frames are also used in the framing of the partly-glazed office partitions, where tongue and grooved wood constitutes the solid portions.
6. Decorative features and trim: There is little decoration but the simple coved capitals of the iron columns.

7. Notable hardware: A few of the original doorknobs are still in place. These are brass, generous in size, have a decorative pattern of concentric rings on their face, and are roughly rectangular in a cross section through their axis.
8. Lighting, type of fixtures: An early photograph of one of the office spaces in use shows an arrangement of suspended conical lamp shades, one over each desk. The shades hung from wires fastened by porcelain insulators to the wooden ceiling.
9. Heating: Central.

D. Site:

1. General setting and orientation: The principal entrance to the administration offices is on the western side of the building. The long shop buildings extend north and south from the administration building.

The ground is flat in the immediate vicinity, except for the raised tracks of the Illinois Central Railroad, which parallel Cottage Grove Avenue on the opposite (west) side from the building. To the east about half a mile away is Lake Calumet. Interstate Highway 94 follows its western shore. South of the building, across East 111th Street, is a large park. The Florence Hotel faces the park on its eastern boundary. East and south of the Hotel lie the rectangular blocks of housing that made up the formerly company-owned town of Pullman. The area is now at the southernmost portion of the City of Chicago.

2. Outbuildings: None now exist. There were formerly a watertower, powerhouse, and other shop buildings.
3. Landscaping, walks, enclosures: A wild growth of trees and weeds has replaced landscaping. The shallow pit in which the car shuttle ran has been filled in, as has Lake Vista, which once reflected the tower and peaked roofs of the building's western silhouette. A tall iron-spike fence encloses the west side of the site.

Prepared by Wesley Shank
Project Supervisor
National Park Service
August 1967

PART III: PROJECT INFORMATION

The records of this structure were made during the 1967 Chicago IV Project. This was the fourth in a series of summer projects designed to record the significant architecture of the Chicago area. The project was sponsored by the late Mr. Earl J. Reed, FAIA. He was assisted by John R. Fugard, FAIA, Treasurer, and Miss Agnes E. Hodges of the Chicago Chapter Foundation, and a Selection Committee consisting of James Arkin, AIA; Ruth Schoneman, Art Institute of Chicago; and J. Carson Webster, Northwestern University. Organizations cooperating with HABS in this project were: The Chicago Chapter of the American Institute of Architects; the Chicago Chapter Foundation; the Chicago Community Trust; the Graham Foundation for Advanced Studies; the Illinois Arts Council; and the Chicago Heritage Committee. The Council also made funds available for a Statewide Inventory Project with out-of-Chicago architects cooperating. Quarters were provided at Glessner House through the Chicago School of Architecture Foundation.

Mr. James C. Massey, Chief, Historic American Buildings Survey, was in over-all charge of HABS summer programs. The Project Supervisor was Wesley Shank, Iowa State University. Other members of the summer team were: Historian, Leland Roth, University of Illinois, Urbana; Photographer, Philip Turner; Secretary, Mrs. Burt Schloss; and Student Assistant Architects: Keleal Nassin, Tulane University; Maurice Griffin, Illinois Institute of Technology; Allan Steenhusen and David Vyverberg, Iowa State University.

ADDENDUM TO
PULLMAN COMPANY ADMINISTRATION BUILDING AND SHOPS
1101 South Cottage Grove Street
Chicago
Cook County
Illinois

HABS No. IL-1091

HABS
ILL,
16-CHIG,
90-

XEROGRAPHIC COPIES OF COLOR TRANSPARENCIES

HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service
U.S. Department of the Interior
Washington, D.C. 20013